



Economic Impact Analysis Virginia Department of Planning and Budget

8 VAC 20-340 – Regulations Governing Driver Education Department of Education March 11, 2002

The Department of Planning and Budget (DPB) has analyzed the economic impact of this proposed regulation in accordance with Section 9-6.14:7.1.G of the Administrative Process Act and Executive Order Number 25 (98). Section 9-6.14:7.1.G requires that such economic impact analyses include, but need not be limited to, the projected number of businesses or other entities to whom the regulation would apply, the identity of any localities and types of businesses or other entities particularly affected, the projected number of persons and employment positions to be affected, the projected costs to affected businesses or entities to implement or comply with the regulation, and the impact on the use and value of private property. The analysis presented below represents DPB's best estimate of these economic impacts.

Summary of the Proposed Regulation

Pursuant to Section § 22.1-205 of the Code of Virginia, the Board of Education (board) proposes to establish a minimum number of miles driven during behind-the-wheel driver training in high school driver education courses.

Estimated Economic Impact

Section § 22.1-205 of the Code of Virginia requires that the board establish a minimum number of miles driven during behind-the-wheel driver training in high school driver education courses. The board proposes to establish 50 miles to be the minimum number of miles. According to the Department of Education (department), the vast majority of school driver education courses already meet this minimum. Also, the department believes that this proposed minimum can be easily met within the already mandatory minimum number of hours per school driver education course. If we assume that additional supervised driving is at least as productive a use of time for driving course students than other uses of that time (more classroom instruction

on driving, for example) plus the small additional cost for fuel and wear and tear on the vehicle in use, then the proposed minimum number of driving hours will produce a positive net benefit versus a smaller minimum number of driving hours. There is insufficient evidence, though, to conclusively determine which minimum number of driving hours would produce sufficient behind-the-wheel practice without unduly limiting other potential beneficial uses of time.

Businesses and Entities Affected

The proposed amendment potentially affects approximately 2,300 driver education teachers and 80,000 driver education students at Virginia schools.

Localities Particularly Affected

The proposed amendment potentially affects all localities.

Projected Impact on Employment

The proposed amendment is unlikely to affect employment.

Effects on the Use and Value of Private Property

The proposed amendment is unlikely to affect the use and value of private property.